RECORD OF DECISION SUMMARY
CONRAIL

I. SITE NAME, LOCATION, AND DESCRIPTION

The Conrail Railyard site is located adjacent to and within the southwestern city limits of Elkhart, Indiana. The site includes the 675 acre railyard facility which is approximately bounded to the north by US33 (Franklin Street), on the east by State Route 19, to the south by Mishawaka Road, and to the west by State Route 219 (see Figure 1), and certain areas of contamination that extend in two directions, northeast and northwest from the Conrail railyard. The Elkhart railyard is an electronically controlled hump yard which serves as a classification distribution yard for freight cars. It contains 72 classification tracks where cars are separated and switched to a specific track corresponding to a particular destination. The yard processes approximately 74 trains per day via 15 receiving and 14 departing tracks. Car repair, engine cleaning, and diesel refueling facilities are also located at the yard.

The study area, which includes the railyard, encompasses roughly 2,500 acres, with the topography generally being flat. The study area is bounded on the north by the St. Joseph River, on the west by Baugo Bay, on the east by Oakland Avenue, and on the south by the southern border of the Conrail railyard. There are several light industrial properties located within the study area to the north and northwest of the railyard, as well as the numerous light industries surrounding the study area to the east and south. Within the above referenced study area, there are also several residential areas, comprised mainly of single-family homes. Approximately 3,500 people live within this study area, within about a mile and a half of the site. Of this total, about 3,000 of the people use private residential wells for their water supply, and another 300 get their water supply from a private utility, whose well is also located in the study area. The closest downgradient residences to the site are those located directly across US33, just to the north of the railyard (one or two hundred feet away).

The major surface water bodies in the vicinity of the study area are the St. Joseph River and Baugo Bay. The St. Joseph River flows westward and is located a little over a mile north of the Conrail site. Baugo Bay flows north into the St. Joseph River, and is located immediately to the west of the study area. Crawford ditch originates at the site, and flows intermittently to the St. Joseph River. Floodplains and wetland areas exist along both the St. Joseph River and Baugo Bay.

II. SITE HISTORY AND ENFORCEMENT ACTIVITIES

The railyard began operations in 1956 as part of the New York Central Railroad, and continued operations as a subsidiary of the

Based on the findings of the RI, a baseline risk assessment was performed to evaluate the risks posed to human health and the surrounding ecological environment by site contamination. The baseline risk assessment followed the guidance provided in U.S. EPA's Risk Assessment Guidance for Superfund (RAGS): Volume I, Human Health Evaluation Manual. Risk assessment guidelines developed by the State of Indiana were also applied. The findings of this assessment, in addition to the procedures, methods, and assumptions used during the risk assessment process, are described in detail in the April 1994 RI Report. The risk assessment determined that site contamination does not pose significant risks to ecological receptors (e.g., sensitive species), but does pose significant risks to human health. With regard to human health, the risk assessment identified and focussed on the following source areas for the Conrail Site:

- VOC contamination in the ground water and subsurface soil beneath the railyard.
- VOC contamination of ground water in the County Road 1 plume area, extending north and west from the central portion of the railyard. This plume potentially affects an area that encompasses the County Road 1, Charles Avenue, and Vistula Street residential areas.
- VOC contamination of ground water in the LaRue Street plume area, extending north from the eastern portion of the railyard. This plume potentially affects the LaRue Street residential area.

From these source areas, the risk assessment identified the following exposure pathways that appear to have the greatest potential to produce adverse human health effects: direct contact with contaminated soil or ground water (dermal contact or accidental ingestion) and inhalation of contaminants volatilized from the soil or ground water. This risk assessment quantitatively evaluated two groups of receptors; adult workers and visitors exposed to existing site conditions, and local residents of potentially affected areas. The risks to the site workers and visitors consist of inhaling contaminants volatilized from ground water and subsurface soils, and possible direct contact during any excavation activity in contaminated areas.

The risks to the residents in the areas of the County Road 1 plume and LaRue Street plume are from ingestion, dermal exposure, and vapor inhalation of ground water used for domestic purposes, and inhalation of compounds volatilized from the groundwater and infiltrating basements or other enclosed areas. It was assumed that there will be no change in use of the site in the foreseeable future, and no new residences constructed any closer to the site than already exist.